



US 301

FIVE YEARS OF PROGRESS

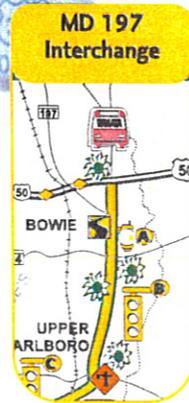


Policy Oversight
Committee



Final Report

Adopted June 12, 2001



Final Report

April 2002

The logo for US 301 Implementation, featuring a stylized graphic of a road or path leading to the text "US 301 Implementation".

US 301
Implementation

The US 301 Implementation effort was established by Governor Parris N. Glendening and Secretary John D. Porcari of the Maryland Department of Transportation. The Maryland Department of Transportation manages and provides support for the implementation effort.

Letter to the Governor

Dear Governor Glendening:

Last year when we sent our Progress Report to you, we stated that this year we would send you recommendations "whereby progress toward achieving the US 301 recommendations will continue after dissolution of the Policy Oversight Committee in 2001." After our second examination of the progress made since you established the US 301 Implementation Process in September 1997, we have concluded that we have indeed "worked our way out of a job." This determination is based on four facts:

- Substantial progress has been made to accomplish the recommendations made by the US 301 Task Force;
- Our State, regional and local agencies are working together as never before with a common goal of making transportation improvements in the US 301/MD 5 corridor;
- Transportation is truly multi-modal—an integrated transit/highway system has emerged in the corridor; and
- Land use and transportation have been synthesized into a smarter growth strategy.

The attached *Policy Oversight Committee Final Report* presents the substantial foundation on which these conclusions are based. We are convinced that the changes that have been made and innovations that have been put in place in recent years are ingrained and will continue to produce results of which we all can be proud. Certainly, the dedication of many of our members will continue to be seen as they strive in their individual roles to ensure that our efforts to date are sustained and heightened to produce additional on-the-ground improvements.

We have included in the Next Steps portion of this report our recommended ongoing focus, coordination and cooperation techniques, achievement measures and reporting steps to guide activities as our committee ceases to function. These proposals have been developed with the responsible agencies and we expect them to be followed.

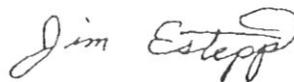
We commend you for your foresight in establishing this innovative process. We urge you to replicate this unique, results producing model of municipal, county, regional and State interaction to solve complex problems involving many public and private parties. The support of your Administration, particularly the leadership and assistance provided by the Department of Transportation, was instrumental in the successes we have achieved.

We are pleased to have served you and the citizens of our area and the State. We urge you to draw upon our achievements and lessons learned and apply them in other areas, not only in Maryland, but in other parts of the nation.

Sincerely,



Thomas "Mac" Middleton
Senator, Charles County
Policy Oversight Committee Co-Chair



Jim Estep
Council Member, Prince George's County
Policy Oversight Committee Co-Chair

Preface

Task Force Recommendations prepared for Governor Parris N. Glendening, the Maryland Department of Transportation and local governments were released in November 1996 in the publication entitled *US 301 Transportation Study Task Force Final Report*. The recommendations have and will continue to serve as the framework for actions in the US 301 Corridor. As evidence of the importance of the recommendations and the State's level of commitment, Governor Glendening established the implementation process and appointed the Policy Oversight Committee. Local and State elected officials, as well as leaders of State and local agencies and regional organizations, were actively involved for nearly four years in a coordinated process of carrying out the recommendations.

While the implementation process will continue as projects are planned, designed and constructed, it has been determined that the formal implementation process should be suspended. The needed interagency and intergovernmental cooperation and coordination have become institutionalized within the normal ongoing ways of doing business and will be achieved without the regular meetings of the Policy Oversight Committee and the Technical Workgroup.

Table of Contents

I. Overview	2
A. The US 301 Corridor	2
B. Background-US 301 Transportation Study Task Force	2
C. Challenges to Achieving Task Force Recommendations	5
D. Summary of Accomplishments	6
II. US 301 Implementation Approach	11
A. Organizational Structure.....	11
B. Objectives and Roles	14
C. Action Plan	15
D. Consensus Building.....	16
E. Public Involvement	17
III. Status of Implementing Task Force Recommendations	18
A. Procedures	18
B. Progress Assessment	19
IV. Next Steps	39

I. OVERVIEW

This chapter presents the issues in the US 301 Corridor confronted by the Task Force, the focus of the Task Force's work, a summary of the Task Force Recommendations, challenges in the implementation of the Task Force's Recommendations and a summary of achievements made to date in carrying out the recommendations.

Implementation

Implementation of the recommendations requires support and action by local governments, regional and state agencies. The next study and approval phase will be governed by the National Environmental Policy Act (NEPA) and other federal laws. Some recommendations will also require approval through the comprehensive land use planning process in each county. An Intergovernmental Working Group, consisting of local governments, state and regional agencies, should be established to ensure timely implementation of the recommendations. An independent, outside entity should periodically monitor and report on implementation progress. It is envisioned the transit and highway recommendations should take place over time through logical planning of short- and long-term improvements.

A. The US 301 Corridor

The quality of life enjoyed by those who live in Prince George's and Charles counties has attracted thousands of new residents to this region, many settling along or near the US 301 Corridor. This rapid growth has drastically changed the character of the 50-mile roadway from a country road to a major north-south highway, extending from the Washington, D.C. suburbs of Prince George's County through the fast-growing suburban communities in Charles County. It is both the main commuting route for thousands of workers, as well as the gateway to Virginia. Along its route, US 301 is lined with homes, businesses and traffic lights, and it has become a "Main Street" for a number of communities. US 301 also passes through substantial rural, natural resource and open space areas.

Unfortunately, the US 301 corridor is in trouble. Traffic congestion in this fast-growing region has increased significantly. As the congestion has grown, so has the number of accidents, commuting times, vehicle trips and environmental impacts. Sprawl development patterns have magnified the situation.

Few would dispute the importance of this Corridor, the significant challenges that the rapid growth has presented, or the need for swift action to address the growing transportation needs. To this end, the US 301 Task Force and, later, the US 301 Policy Oversight Committee were formed to take a comprehensive, integrated approach to the growth issues. Much has been accomplished through the efforts of these groups.

B. Background - US 301 Transportation Study Task Force

Appointed in 1993, the 75-member US 301 Transportation Study Task Force included a cross section of residents, business leaders, elected officials and environmental groups. They looked at the serious transportation problems in this region. Projections showed traffic doubling on some stretches of US 301 by the year 2020 and households increasing by 100%. Safety was a concern along the existing highway, which has many stoplights and a growing number of access points.

After three years of analysis and consensus building, the group approved 45 recommendations, calling for safety, land use, mass transit and highway improvements. The Task Force emphasized that transportation solutions alone cannot solve the problems of congestion, and that it is critical that transportation, economic development, land use and environmental protection remain integrated.

Out of the 75 members, 73 voted for the package and the recommendations were presented to Governor Glendening in 1996. The Task Force stressed to the Governor the importance of swiftly putting in motion actions to implement the recommendations, and of establishing an intergovernmental working group to ensure that the recommendations were "carried out effectively, efficiently and on a timely basis."

In 1997, Governor Glendening appointed and charged the US 301 Policy Oversight Committee (POC) with carrying out the recommendations made by the US 301 Transportation Study Task Force.

A summary of the recommendations as presented in the *US 301 Transportation Study Task Force Final Report* follows:

Land Use

Local land use policies should support the significant public expenditures required for major transportation improvements and minimize impacts to open spaces and environmental resources. The Task Force's transportation recommendations assume strong land use policies will be in place to direct growth. Without implementation of these policies, transportation facilities will be overwhelmed.

- *Corridor-wide*, local land use plans and policies should be strengthened to attract and focus compact, mixed-use growth in designated growth areas, especially around interchanges and rail stations; discourage development in rural areas, except in or adjacent to existing settlements; and improve the balance of households and jobs.
- *From US 50 south to the US 301/MD 5 split*, service roads should be located on the east side of US 301 to serve currently planned residential and commercial areas and to protect rural areas, farmland and significant natural areas. Future development on the west side of US 301 should occur around future Interchanges in planned village and community centers featuring compact, well-designed, multi-use development.
- *Along MD 5 and in the Waldorf area*, future development should combine residential, commercial and employment uses around multi-modal transportation centers.
- *In La Plata and the area south of La Plata*, future development should occur in designated growth areas and be discouraged in areas not designated for growth beyond existing and planned settlements.
- *In the adjacent counties of Anne Arundel, Calvert and St. Mary's*, land use policies should be enhanced to concentrate development in growth areas and lower densities in rural areas.

Jobs

Without the creation of quality jobs at the local level, the congestion will only worsen. State and local agencies should develop a proactive economic development strategy to attract more jobs to the region that match the skills of current and future residents. A primary goal should be to achieve a better balance between new jobs and households in the future, which will improve the performance of the transportation system.

Transit

A wider array of transportation options should be made available to residents and workers in the study area. Buses and carpools should use and benefit from High Occupancy Vehicle (HOV) lanes on MD 5, constructed from the Capital Beltway to US 301 and on the western Waldorf bypass. The option for a future light rail system should be preserved through the acquisition of right-of-way from White Plains to the Branch Avenue Metro Station. Implementation of the light rail line should begin after it can be justified economically and once suitable land use conditions exist. In the meantime, expanded express and local bus service, ridesharing incentives, new park-and-ride lots and other initiatives are needed to increase transit service and build ridership.

Transportation Demand Management

Existing local and state programs should be expanded that provide more options for people who currently drive alone. Improvements should include expanded ridesharing programs, bike/pedestrian facilities, park-and-ride amenities, additional telework centers and incentives for home telecommuting. Compact development patterns will further enhance the effectiveness of many of these programs.

Highway

Highway improvements along US 301 and MD 5 will be required to address current congestion and projected travel growth.

- *Corridor-wide*, safety and travel needs should be addressed immediately through relatively low-cost intersection and roadway improvements and by reducing the number of access points onto the roadway.
- *From US 50 south to the US 301/MD 5 split*, a six-lane freeway (three lanes in each direction) should gradually be implemented by 2020. Interchanges and service roads should be constructed as needed to address safety or capacity requirements. Coordination should continue with the ongoing MD 3 study.
- *In the Waldorf area*, a six-lane (three lanes in each direction) western bypass should be constructed to handle commuter and through traffic, and improvements should be made to US 301 through Waldorf to make it a more pedestrian-friendly roadway serving local businesses. Concerns about the bypass expressed at the public hearings should be further explored during a comprehensive public participation process. Additional study should be undertaken to address anticipated congestion on US 301 from MD 205 to the US 301/MD 5 split.

- *In La Plata*, measures should be taken to improve safety and traffic flow, including the addition of another lane in each direction on US 301, and a connecting road from MD 6 to the southern end of the Waldorf bypass. Further study should be undertaken to identify, and then acquire, right-of-way for a limited access highway that will likely be required in the La Plata area beyond 2020.
- *South of La Plata*, partial controls of access should be purchased and steps taken to identify and preserve rights-of-way for long-term highway improvements beyond 2020.

C. Challenges to Achieving Task Force Recommendations

The Policy Oversight Committee has not only faced the same fundamental issues as the Task Force, but also a number of new challenges as well. These issues and the challenges cited below create the context within which the POC operated. These challenges will still need to be confronted as the implementation process continues after the POC ceases to function.

Challenge #1: "Implementing" 45 Task Force Recommendations is overwhelming. Realistically, the POC had to narrow its focus. This was a repetitive and somewhat difficult process, since many of the recommendations required interpretation, and then needed to be translated into projects that would address the intent of the recommendation.

Challenge #2: Resources are limited. Availability of staff and other resources has and will continue to be limited. The time and effort needed to carry out the implementation activities has, in many cases, been "added" to current work loads of many agency staffs. In addition, the projects must compete for the limited funding available. The POC realized that decisions to advocate funding for projects need to be pursued judiciously. Management of the implementation process itself has been staffed and funded by the Maryland Department of Transportation.

Challenge #3: Building bridges between land use and transportation is a new way of doing business. Land use is affected by the location of transportation facilities, and highways are impacted by development patterns. However, transportation and land use decisions traditionally have been made separately with minimal consideration for how they influence each other. Integrating land use and transportation planning and the decisions that need to be made requires a different approach for many local and State officials, including increased levels of coordination. In the US 301 Corridor, land use decisions made by one jurisdiction create transportation impacts experienced on the facilities located within another jurisdiction.

Challenge #4: Progress is not always easy to see. Considerable planning, advance work and coordination are needed before implementation is possible. Many citizens and elected officials perceive progress is being made only after visible "on the ground" improvements are made.

Challenge #5: Building consensus takes time. Implementation of the Task Force Recommendations often depends on coordinated, if not unified, action by various parties. Though gaining agreement on a particular course of action takes time, progress moves more quickly and smoothly when consensus exists among the involved decision-makers.

Challenge #6: Not all decisions are made at the State and local level. Complications arise from the federal role and timing in permitting the construction of transportation facilities. Delay associated with making decisions, as well as the substance of the decisions, make it impossible for State and local officials to move ahead with implementing transportation and land use plans and actions.

D. Summary of Accomplishments

Much has been accomplished and many more actions have been set in motion since the Task Force Recommendations were accepted. Municipal, county, regional and State agencies teamed up to implement the recommendations. Their achievements are summarized below:

Improved Highway Safety

- **Accident Prevention** – Numerous improvements were made to create a safer US 301 with reduced accidents, injuries and deaths. A few examples of these improvements include making traffic lights more noticeable by adding black signal faces and installing red-light-running cameras in both Charles and Prince George's counties. A right-turn lane was added from US 301 to Governor Bridge Road and resurfacing and restriping was completed on US 301 between US 50 and Excalibur Road. Also, US 301 was resurfaced between the weigh station and MD 214, and improvements were made to redress a safety problem near the Bowie Wal-Mart. Additional safety improvements will be made in the future.
- **Emergency Response** – Not all accidents can be prevented. Therefore, an "Incident Management Conference" was held in September 1998 in Charles County to help develop a plan to accelerate and coordinate the emergency response and clean-up activities of local and State fire, police and traffic management agencies. After the conference, these agencies initiated development of such a plan.

6

Increased Bus Service

The Maryland Transit Administration (MTA) and Charles County combined their resources to increase commuter and local bus service. Commuter bus service was increased in the Waldorf, La Plata and Hollywood (St. Mary's County) areas and ridership grew by 50%. More buses are serving a larger area more frequently. VanGO service was improved through the addition of vehicles providing longer hours of operation and more frequent service. These improvements were operational in December 1999. The Washington Metropolitan Area Transit Authority (WMATA), working in conjunction with Prince George's County, is offering greater service on their Metrobus and The Bus systems, including expanded service in Bowie, especially along MD 197. Several additional bus service enhancements will be forthcoming as a result of Governor Glendening's Transit Initiatives approved by the General Assembly in 2001.

Protecting Land To Meet Future Transportation Needs

- **Purchased Future Highway Rights-of-Way** – SHA spent \$14,300,000 through fiscal year 2000 to purchase land needed for future transportation improvements where development was imminent and no other protection strategy would be successful. SHA works with local governments and property owners to avoid purchase of land whenever possible.
- **Prepared Corridor Preservation Strategies** – *The Report of the Corridor Preservation Subcommittee to the Policy Oversight Committee* recommended a series of State and local strategies, which were adopted by the POC in September 1999. The

adopted proposals were designed to identify and protect corridors needed for future transportation facilities. MDOT, Prince George's and Charles counties have put those strategies in place; for example, legislation was enacted during the 2000 General Assembly session authorizing Charles County to reserve land for future transportation purposes. This cost-saving technique can now be applied in the entire 50-mile US 301 Corridor.

- **Prepared and Distributed Informational Brochures to Residents and Businesses** – In order to acquaint the public with the reasons why transportation corridors need to be protected and how they are protected, US 301 Corridor Preservation in Charles County and Prince George's County brochures were prepared. Each brochure is tailored to meet the needs of citizens in that county and includes information regarding the corridor preservation measures used by SHA. Distribution of the brochures began in March 2000.
- **US 301/MD 5 Light Rail Corridor** – MTA, in consultation with Charles and Prince George's counties, has initiated preparation of a Transit Services Staging Plan to identify and begin preservation of a future light rail/express bus alignment in the MD 5/US 301 Corridor. Prince George's County has begun to update its County-Wide Transit Development Master Plan, which should lead to further transit improvements.

Established US 301 Access Management Policies

- **Enacted Legislation** – In 1997, the General Assembly enacted legislation strengthening SHA's ability to control access to the State highway system. Further legislation was enacted in 1999, calling for development of access management plans for municipalities, although effective Statewide enactment of these laws was stimulated by the US 301 recommendation implementation progress.
- **Prepared and Adopted Access Management Policies** – SHA, Prince George's and Charles counties' transportation and planning officials prepared access management policies to guide how land adjacent to current and future highways will be given access to the highways, while protecting public safety and making the most efficient use of highway investments. The policies were adopted in each jurisdiction and have been applied since March 1999.
- **Established New Procedures for Coordinating Development Review** – A working group of State and local highway and planning staff members created a new process and established procedures to improve site-specific development and transportation decision-making. Therefore, State and local agencies are working more closely together, through the Corridor Preservation Team sharing information and making more cohesive decisions more quickly. These advances have been in place since October 1998.
- **Distributed Informational Brochure on Access Management** – SHA prepared and disseminated an Access Management Policy brochure throughout the US 301 Corridor beginning in April 1999, informing the public about access control and management policies and techniques.

Construction of HOV Lanes on US 50

Engineering has been completed for installation of High Occupancy Vehicle Lanes on US 50 between US 301 and I-495. The State has allocated \$19,500,000 for construction, which is scheduled for completion in Summer 2001.

Improved Existing Park-and-Ride Lots and Identified Future Locations

- **Identification of Existing Lots** – Signs were erected in March 1999 to better inform the public of the location of the park-and-ride lots at MD 197 and at the Prince George's County Equestrian Center near MD 4. Use of these lots has increased.
- **Identification of Potential Lots** – SHA completed a US 301 Park-and-Ride Study in March 1999 that identified potential park-and-ride lots in Prince George's County. MTA completed a MD 5 Park-and-Ride Study to identify potential park-and-ride lots along MD 5 in Prince George's and Charles counties. Usage of existing lots is continually monitored, and when use reaches 80% State agencies take action to establish additional lots. Land was leased for additional parking adjacent to an existing US 301 lot.

Conducting Major Transportation NEPA Studies for Federal Approvals

Implementation of the major transportation recommendations requires gaining federal environmental approval. Therefore, several National Environment Policy Act studies are underway to move these efforts forward and assure that the valuable environmental resources of the corridor are recognized and protected when US 301 highway improvements are made in the future. These investigations, completed or being conducted by the SHA, include:

- US 301 Northern Corridor Study, completed.
- US 301 Southern Corridors Study which incorporates the Waldorf Bypass/Upgrade Study, scheduled for completion by December 2001.
- US 301/MD 197 Interchange Study to be completed by Summer 2001.

Prepared US 301/ MD 4/ MD 202 Future Interchange Plan

Prince George's County planning and highway staff members worked with SHA staff in the development of concepts that fully integrate current and planned land use into the design for the future interchange, as well as the adjacent Upper Marlboro area. The unique collaborative effort employed in this Demonstration Project will be repeated as other future interchanges are designed. The Policy Oversight Committee selected two land use/transportation options in February 2000 for consideration in SHA's project-planning phase.

Adopted a Theme for the Corridor

To improve the US 301 Corridor's attractiveness for investment and to create an identity for the entire corridor, the Corridor Theme Subcommittee prepared a corridor theme and strategy. This was presented in the *US 301 Implementation, Corridor Theme Final Report and Executive Summary* publication that was adopted by the Policy Oversight Committee in September 1999. Accomplishing the strategy within the right-of-way of US 301 is the responsibility of the SHA; whereas, accomplishing the land use and development aspects of the theme adjacent to the right-of-way rests primarily with local governments being assisted by State agencies. Local and State agencies are taking specific actions in fulfillment of the theme.

Planning for the Town of La Plata and the Waldorf Area

- **Prepared Vision Plan for the Town of La Plata** – A Vision Plan for Greater La Plata was prepared and adopted by the Town of La Plata for the Town and nearby area. The vision addresses land use and transportation, including US 301 and MD 6 improvements, and creates a foundation for moving ahead with other Task Force Recommendations. Town officials are considering amendments to the Town's Comprehensive Plan and development regulations and pursuing other implementation projects. SHA and the Town have prepared a concept plan for a new connection of MD 6 to US 301.
- **Preparing Waldorf Sub-Area Plan** – A plan for the Waldorf area is scheduled for completion in 2001, reflecting the decision to upgrade US 301 through Waldorf, or to construct a new highway to bypass Waldorf. This plan, which is being prepared by Charles County, will include recommendations for land use and development patterns supportive of future transportation improvements. Preparation of the plan has been delayed, awaiting federal decisions regarding Waldorf bypass issues.

Integrating Land Use And Transportation

The Corridor-wide land use and development pattern recommendations are being achieved in a variety of ways at the local and State level. The Maryland-National Capital Park and Planning Commission staff prepared a report entitled *Corridor-wide Land Use Study*. Prince George's County's Commission 2000 issued county-wide growth management recommendations which will lead to preparation of a Biennial Growth Policy and refinements to the county's General and Master Plans. US 301 land use recommendations will be considered as these actions are undertaken. The Charles and Prince George's counties' citizen advisory groups are addressing land use and transportation linkages as they examine the bypass options and potential impacts in their areas. The *Vision Plan for Greater La Plata, Waldorf Sub-Area Plan, US 301/ MD 4/ MD 202 Interchange Concepts*, and the NEPA studies mentioned earlier all use the Task Force land use recommendations as a starting point. Charles County prepared an *Economic Development Strategic Plan* which addresses the jobs/housing balance recommendations. Additionally, the *Charles County Architectural and Design Guidelines* will help carry out the land use recommendations and achieve the US 301 Corridor theme. Over time, these detailed studies and plans will create an integrated land use/transportation framework for the whole corridor. In the interim, the recommendations and concepts are being applied throughout the corridor in a systematic, though piecemeal, manner.

Planted Wildflowers

Many acres were planted with wildflowers on several sites in Prince George's and Charles counties prior to April 1999 by the State Highway Administration. Additional plantings were apparent in the spring of 2000 and 2001. SHA will continue to target locations along US 301 to enhance the beauty of its facilities and to improve the driving experience. Likewise, the Prince George's County Department of Public Works and Transportation has identified sites along county highways for future plantings. These activities are being accomplished as a part of the US 301 Corridor Theme.

Publications

Several of the accomplishments described in the foregoing summary have been documented in a series of reports and brochures that have resulted from these activities. A list of these publications follows:

1. *Corridor Preservation Report*
2. *Corridor Preservation Brochures*
 - a. Prince George's County
 - b. Charles County
3. *Access Management Brochure* (SHA)
4. Newsletters
5. *US 301 Park-and-Ride Study*, SHA
6. *MD 5, US 301, MD 228 Park-and-Ride Study*, MTA
7. *US 301 Implementation, Corridor Theme Final Report*
8. *Corridor-Wide Land Use Comparison Study* (Prince George's County, M-NCPPC)
9. *Policy Oversight Committee Progress Report*, adopted June 29, 2001
10. *Report to the Citizens of Maryland*

These publications are available upon request from:

The Maryland Department of Transportation
Office of Planning and Capital Programming
P.O. Box 8755, BWI Airport, MD 21240

II. US 301 IMPLEMENTATION APPROACH

The organizational framework for the implementation process, objectives and roles of the major participants, consensus building techniques and public involvement activities are described in this chapter. A chart depicting the implementation process is on the following page.

A. Organizational Structure

1. The Policy Oversight Committee

The 19-member Policy Oversight Committee (POC) was composed of local and State elected officials from Prince George's and Charles counties, leaders from the State Departments of Transportation, Environment, Natural Resources, Business and Economic Development, Housing and Community Development, State Planning and the Governor's Office. POC members, many of whom served on the US 301 Task Force, agreed on the need for coordinated action on transportation projects and supportive land uses including community and economic development strategies.

The POC met three to four times a year and was organized with two co-chairs representing Charles and Prince George's counties. They were: Senator Thomas "Mac" Middleton of Charles County and Council Member Jim Estep of Prince George's County. A list of the Policy Oversight Committee Members appears below:

Charles County

- Senator Thomas "Mac" Middleton (Co-chair)
- Delegate Tim Hutchins
- Commissioner James Jarboe
- Commissioner Murray Levy
- Mayor Bill Eckman, La Plata

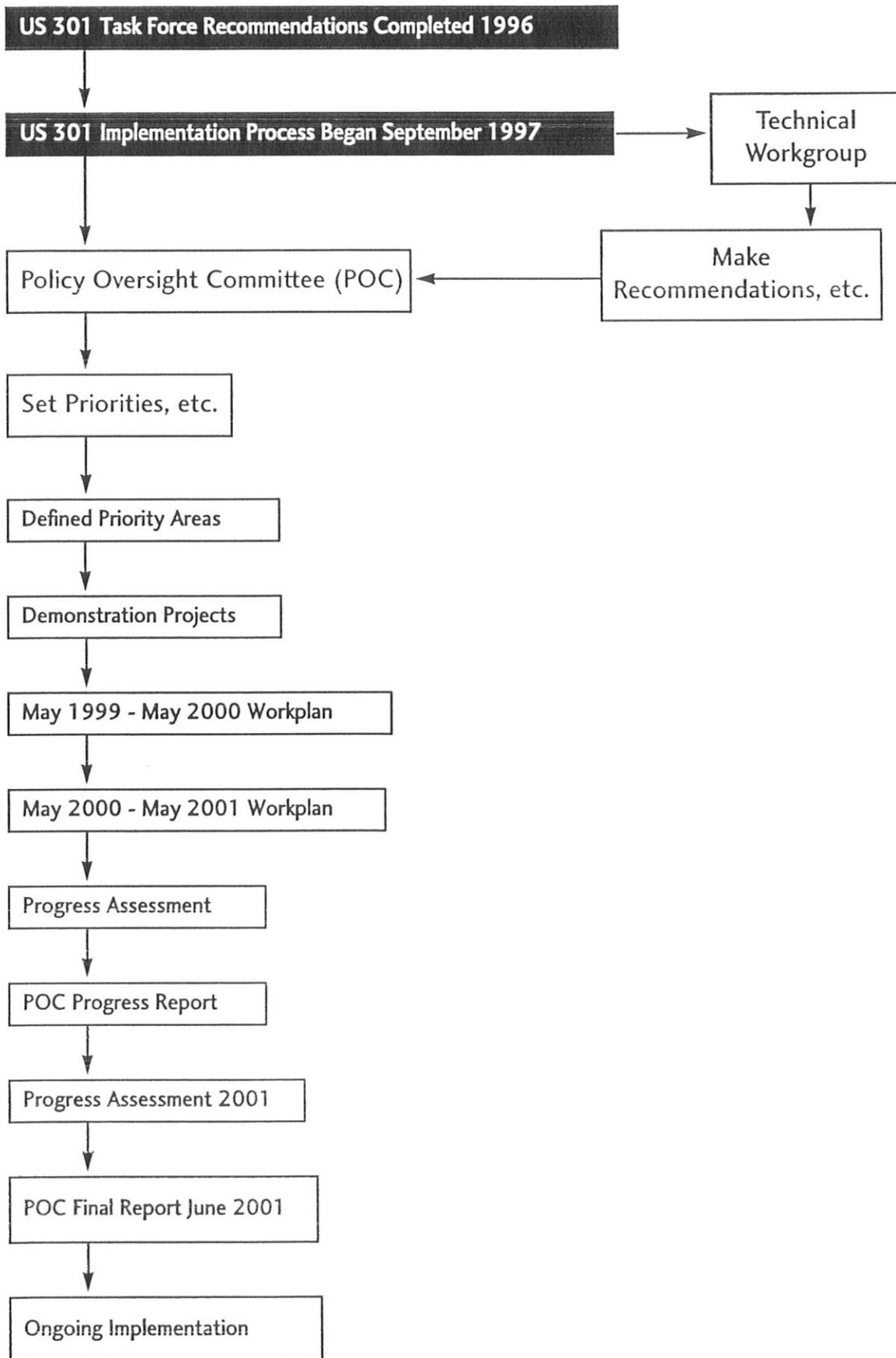
Prince George's County

- Senator Leo Green
- Delegate Joan Pitkin
- Delegate James Proctor
- County Executive Wayne Curry
- Council Member Jim Estep (Co-chair)
- Council Member Audrey Scott
- Mayor G. Fredrick Robinson, Bowie

State

- Deputy Chief of Staff Gene Lynch, Governor's Office
- Secretary Jane Nishida, Department of the Environment
- Secretary John D. Porcari, Department of Transportation
- Secretary Raymond Skinner, Department of Housing and Community Development
- Secretary Sarah Taylor-Rogers, Department of Natural Resources
- Secretary David Iannucci, Department of Business and Economic Development
- Deputy Secretary Ronald Young, Department of Planning

Implementation Process



2. The Technical Workgroup

In addition to the POC, a 16-member Technical Workgroup focused on details of the implementation effort. The Technical Workgroup was composed of staff members from State, local and regional agencies. The Workgroup met monthly and was chaired by Dr. Fern Piret, Director of Planning, Maryland-National Capital Park and Planning Commission, Prince George's County and Mr. Steve Magoon, Charles County Planning Director, Department of Planning and Growth Management. A list of Technical Workgroup members follows:

Charles County

- Eugene Lauer, County Administrator
- Steve Magoon, Planning Director, Department of Planning and Growth Management
- Doug Miller, Manager, Town of La Plata

Prince George's County

- Jim Cronk, Director, Department of Planning, City of Bowie
- Betty Hager-Francis, Director, Department of Public Works & Transportation
- Fern Piret, Planning Director, Maryland-National Capital Park and Planning Commission

Regional Organizations

- Kevin Bender, Assistant Manager, Washington Metropolitan Area Transit Authority
- Dave Jenkins, Executive Director, Tri-County Council for Southern Maryland
- Ron Kirby, Director of Transportation, Metropolitan Washington Council of Governments

State

- Ray Dintamin, Department of Natural Resources
- George Harmon, Department of the Environment
- Henry Kay, Director of Planning, Maryland Department of Transportation – MTA
- Jim Gring, Special Projects Coordinator, Department of Business and Economic Development
- Neil Pederson, Deputy Administrator, Md Department of Transportation – SHA
- Jay Spies, Project and Planning Coordinator, Department of Housing and Community Development
- Dave Whitaker, Transportation Planner, Maryland Department of Planning

3. Subcommittees

On a number of substantive issues, the POC and Technical Workgroup established subcommittees to address specific issues and particular tasks. Following is a list of these groups:

- Corridor Theme Subcommittee
- Corridor Preservation Subcommittee
- Transportation Demand Management Subcommittee
- Jobs/ Housing Balance Subcommittee
- US 301/ MD 4/ MD 202 Transportation/ Land Use Plan Subcommittee
- MD 197 Land Use and Transportation Subcommittee
- Improved Coordination Subcommittee
- Fiber Optics Subcommittee

Some of these groups met several times a month to prepare recommendations or reports for consideration and adoption.

B. Objectives and Roles

1. Objectives

When the POC first met it agreed that its efforts would be focused on the following objectives:

- Transportation investments must be coordinated with sensible land use development.
- Options should be preserved, improvements should be phased and public funds should be spent only when conditions justify.
- Implementation should begin with projects where early, visible successes can be achieved, and recommendations can be put in place that will make a significant impact without spending a great deal of money.
- A partnership between State and local governments is needed to advocate action and improvements in the US 301 Corridor.
- Coordination of land use, economic development and environmental protection with transportation needs should continue throughout the implementation process.

2. Roles

In addition, the POC defined its roles as follows:

- Set overall direction
- Act on Technical Workgroup recommendations
- Set priorities
- Address issues, conflicts, schedule problems
- Acquire resources
- Advocate solutions
- Sustain intergovernmental, interagency participation
- Keep leaders informed

The POC also defined the Technical Workgroup's roles as indicated below:

- Recommend priorities and projects
- Identify issues and conflicts
- Carry out technical work and coordination necessary to implement the recommendations
- Report progress to the POC
- Monitor progress

C. Action Plan

As portrayed in the previous section of this report, the Policy Oversight Committee and Technical Workgroup confronted a series of challenges in organizing and planning for and actually taking action to implement the many varied Task Force Recommendations. To guide and direct its work, the Policy Oversight Committee first decided that the recommendations would be implemented using an approach that is:

- **Intergovernmental** – involving municipal, county, regional and State agencies and officials in a cooperative effort to implement the recommendations.
- **Integrated** – addressing land use and growth management, economic development and environmental protection issues in close coordination with transportation improvements.
- **Intermodal** – providing a variety of transportation options, including both transit and highway.

And would result in:

- Institutionalizing the new and innovative ways that are developed and used to accomplish the new ways of doing business.

Using this framework to address the challenges, the POC developed the following action plan to achieve the recommendations where consensus exists:

1. Priorities were established for areas and topics where attention would be focused and in what order.
2. Demonstration Projects were undertaken in order to concentrate efforts in the high priority areas. The Demonstration Projects were:
 - *US 301/MD 197 in the Bowie Area* – develop a model for an interchange and service road design in an area with extensive development and planned growth.
 - *US 301/MD 4/MD 202 in the Upper Marlboro Area* – develop an interchange/land use concept in an area with significant environmental and historic constraints.
 - *US 301 through the Waldorf Area* – prepare a plan to establish conditions supportive of transit, address safety and access management needs.
 - *US 301 through the La Plata Area* – demonstrate how transportation improvements and a development plan can address growth.
 - *Jobs/Housing Balance Strategy* – design a regional/multi-jurisdictional economic development strategy to help address the jobs/housing imbalance.

3. Management responsibility and accountability were established through preparation and progress monitoring of an annual Workplan. The annual Workplans were designed to see that the Demonstration Projects were completed. The Workplans include activities ranging from short-term projects; for example, making safety improvements to making long-term decisions regarding whether US 301 should be upgraded through, or bypass, the Waldorf area. The POC developed two Workplans for achieving these activities for the years 1999-2000 and 2000-2001. A more detailed discussion and presentation of the Workplans follows:

■ **1999 - 2000 Workplan**

The Workplan incorporated 38 distinct projects with a cost of \$23,112,500. This amount does not include the costs expended for projects which were funded from current agency budgets

■ **2000 - 2001 Workplan**

The Workplan included 32 projects estimated to cost \$26,904,000. Of that amount, \$15,367,000 was carried over from the 1999-2000 Workplan.

D. Consensus Building

The POC continued the Task Force's approach of seeking consensus. The POC and its Technical Workgroup used a combination of techniques to sustain member participation, build trust and generate group decision-making including:

- Developing and implementing annual workplans
- Circulation and discussion of draft items prior to POC action
- Providing Workgroup reports for POC action
- Creating POC-member "action teams" and other subcommittees to address issues and present solutions for POC action
- Distributing progress tracking reports at each meeting
- Surveying members to reassess direction

E. Public Involvement

The US 301 Task Force Recommendations approved in 1996 were the result of extensive public involvement. The Task Force itself included a broad representation from the community. Public meetings and hearings were held. A consensus was developed.

Since its inception, a central goal of the POC was to maintain this public involvement as the recommendations are implemented. Governor Glendening appointed elected officials to the POC to keep it accountable to the public.

Keeping the public involved is important to build on the consensus developed by the Task Force and to enable residents and business owners to shape the future of their communities. Public involvement has been a "two-way-street" in that the POC disseminates information and dispels misinformation while it gains local insight along the corridor.

The POC continued to involve the public as it:

- Published newsletters, updating citizens about the POC efforts and informing them of upcoming meetings.
- Held public meetings, which were advertised in advance. Public meetings were also held as specific projects were developed.
- Participated in news programs on local cable stations and Maryland Public Television about the plans for the US 301 Corridor, continuing the public discussions about the issues.
- Briefed local elected officials on the process and progress of the US 301 implementation effort.
- Offered to provide citizen and community briefings upon request.
- Maintained a website(<http://www.mdot.state.md.us/us301/index.html>) containing detailed information about implementation of the Task Force Recommendations, minutes from POC meetings, newsletters and much more.
- Prepared and distributed brochures on topics of interest such as access management.
- Prepared and distributed a *Report to the Citizens of Maryland* in the fall of 2000.

Agencies and local governments, as they continue to carry out the US 301 Task Force's Recommendations after the POC ceases to function, will employ their own public outreach and involvement strategies including focus groups, public workshops and through distribution of materials seeking public input.

III. STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

This chapter discusses the procedures followed in assessing progress made to date in implementing the Task Force Recommendations and presents the results of completing the evaluation. The results of the assessment are stated in terms of achievements, additional activities expected in the future and the status of implementing the recommendations.

A. Procedures

The Policy Oversight Committee decided in 1999 to conduct the first assessment of the progress that had been made and to evaluate the degree to which the recommendations were being implemented. A second assessment was completed in 2001. The results were and will continue to be used to sustain and adjust the approaches that are currently being used to convert the Task Force's Recommendations to "on-the-ground" improvements. To ascertain the achievements and current status of implementing the recommendations, the following steps were taken:

- All agencies participating in implementation work reported the progress made since the Task Force issued its recommendations in 1996. They also outlined future activities they expect to accomplish.
- The Technical Workgroup reviewed the Task Force Recommendations and progress made toward implementing the recommendations, and then determined the status of implementing the recommendations.
- A draft of the Policy Oversight Committee's Progress Report, adopted in June 2000, was prepared and distributed to members of the US 301 Task Force for their review and comment. A meeting was held with several Task Force leaders. The Task Force members acknowledged that considerable progress had been made toward achievement of their recommendations; however, they emphasized that more needed to be done and pinpointed topics and areas where added attention was required. Their suggestions influenced the work of the POC and Workgroup over the last year and will influence future implementation activities.
- A similar technique was used to update the *POC Progress Report* (adopted June 29, 2000) into this *POC Final Report*, though Task Force members were not involved.

The results of this progress assessment are organized within the same framework used to present the Task Force Recommendations:

1. Corridor-wide Recommendations
2. US 301 from US 301/MD 5 Split at Brandywine to US 50 Recommendations
3. MD 5 from I-495 to US 301; and US 301 in Waldorf Area Recommendations
4. La Plata Area Recommendations
5. South of La Plata Recommendations
6. Land Use/Transportation Relationships in Other Areas Recommendations
7. Implementation Actions Recommendations

For each of these groupings the following information is presented:

- a. Summary of Task Force Recommendations (from Task Force Final Report).
- b. Summary Categories (to facilitate the progress assessment, the Task Force Recommendations in each grouping were consolidated as needed into major categories).
- c. Under each Summary Category, the following information explaining the results of the POC's evaluation, is presented:
 - Progress as of May
 - Future Activities
 - Status of Implementing Task Force Recommendations

B. Progress Assessment

1. STATUS OF CORRIDOR WIDE RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

Local land use plans and policies should support the significant public expenditures required for major transportation improvements that will minimize the amount of land consumed and environmental resources impacted. Programs to manage and /or control access onto US 301 should begin soon to improve safety and preserve highway capacity. Longer-term options should be preserved through protection of rights-of-way. Transportation Demand Management measures, such as hiker/biker facilities, ridesharing programs and telecommuting incentives, should be expanded. The State and counties should develop a strategy for attracting new jobs to the corridor - important to improving the regional jobs/housing balance.

B Summary Categories for the 10 Corridor Wide Recommendations:

- 1.) Land use plans and policies.
- 2.) Rights-of-way protection, access management and control.
- 3.) Transportation demand management.

1.) LAND USE PLANS AND POLICIES

a.) PROGRESS AS OF MAY 2001

Charles County

- Adopted transit-oriented development overlay zone.
- Protecting rural/environmental areas through Rural Legacy Program.
- Attracting jobs through economic development initiatives.
- Began work on Waldorf Sub-Area Plan including refinement of land use concepts.

Prince George's County

- Countywide growth management recommendations made by Commission 2000.
- Prepared staff report on Corridor Wide land use recommendations for MD 197, MD 4 and Brandywine areas and the remainder of US 301 and MD 5 corridors. Recommendations were based on an evaluation of current master plans, Task Force Recommendations and current development patterns.

Maryland Department of Business and Economic Development, Charles and Prince George's counties

- Developed a Jobs/Housing Balance proposed Plan of Action in coordination with an interagency subcommittee.
- Obtained consensus on Jobs/Housing Balance Action Plan proposal.
- Charles County Economic Development Commission prepared an Economic Development Strategic Plan.

b.) FUTURE ACTIVITIES

Charles County

- Adopt and implement Waldorf Sub-Area Plan.
- Continue efforts to generate job growth.
- Revise Comprehensive Plan and development regulations.
- Construct infrastructure to attract jobs in support of economic development policies.
- Implement Economic Development Strategic Plan.

Prince George's County

- Prepare staff recommendations for land use/transportation plans for MD197 and MD 4 Demonstration Project areas.
- Present Corridor Wide land use staff recommendations to the County Council.
- Prepare Biennial Growth Policy.
- Revise countywide General Plan, sub-area Master Plans and development regulations.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

The Task Force's Corridor Wide recommendations are intended to guide the work of many local, State and regional agencies so that their collective efforts will bring about the long-term land use patterns and transportation improvements the Task Force envisioned for the corridor. A considerable amount of work has been accomplished to achieve the recommendations. Further progress is assured through future activities to be undertaken as a result of the commitments that have already been made.

The connection between how land is used and how transportation facilities and services are provided has been established and is understood by local and State officials throughout the corridor. Local and State governments are carrying out the Corridor Wide land use recommendations in a coordinated manner.

The linkages between land use and transportation are not only a consideration in Corridor Wide decision-making but, as will be seen throughout the remainder of this report, are factors in the accomplishment of many other Task Force Recommendations. The manner in which the Waldorf Sub-Area Plan and the Waldorf Upgrade/Bypass Study are undertaken in a coordinated manner illustrate this conclusion.

The Corridor Wide land use recommendations will continue to be achieved through the coordinated efforts of local and State governments.

2.) RIGHTS-OF-WAY PROTECTION, ACCESS MANAGEMENT AND CONTROL

a.) PROGRESS AS OF MAY 2001

Charles County

- Legislation passed to give the county the authority to reserve future transportation rights-of-way.
- Protected rights-of-way for road improvements.

Prince George's County

- Reserved rights-of-way through the development review and approval process.
- Prepared and distributed a corridor preservation brochure tailored for Prince George's and Charles counties.
- Formed Corridor Preservation Team including staff from M-NCPPC, Department of Public Works and Transportation and SHA to advise County Planning Board on corridor preservation techniques.

Maryland Department of Transportation (MDOT), State Highway Administration (SHA)

- Developed (along with Prince George's County, Maryland-National Capital Park and Planning Commission, and City of Bowie) an access control concept for Prince George's County.
- Completing an access management plan for US 301 in Charles County.
- Worked with developers and local governments to obtain reservation and dedication of proposed rights-of-way.
- Purchased rights-of-way where development was imminent, when reservation period ended.
- Spent \$14.3 million through fiscal year 2000 to protect future transportation corridors.
- Additional funds have been included for this purpose in the 2001-2006 Consolidated Transportation Program.
- Legislation enacted in 1997 and amended in 1999 to strengthen SHA's ability to control access.
- Prepared and distributed an informational access management brochure.

b.) FUTURE ACTIVITIES

Charles County

- Coordinate local development proposals and plans with SHA US 301 Corridor Preservation Team.
- Amend development regulations to enact right-of-way reservation policy.

Prince George's County

- Department of Public Works and Transportation, Maryland-National Capital Park and Planning Commission work with the State Highway Administration US 301 Corridor Preservation Team to evaluate and update the Prince George's County access management concept plan for US 301.
- Continue to coordinate review of development proposals and advise agencies and the Planning Board of recommended actions.

MDOT, State Highway Administration

- Finalize Charles County Access Control Plan.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Considerable progress has been made to achieve each of the corridor preservation recommendations at the local and State level, including enactment of legislation to strengthen the ability of Charles County and SHA to protect rights-of-way and control access. Municipal, county and State agencies have developed and instituted procedures that maximize their activities to protect transportation routes. More importantly, funds have been provided and are being expended to protect future rights-of-way threatened by imminent development. To increase joint State/local decision-making, communications and coordination are taking place at an earlier stage and in a more structured manner in the permit and development review processes. The public and property owners have been informed about State and local access management procedures that may impact their properties.

3.) TRANSPORTATION DEMAND MANAGEMENT (TDM)

a.) PROGRESS AS OF MAY 2001

Charles County

- Expanded VanGO service with Maryland Transit Administration (MTA) assistance.
- Adopted Transit-Oriented Development zone.
- Established architectural design guidelines and review board which will administer design standards that may include TDM measures.
- Prepared draft Architectural and Design Guidelines which were presented to the County Council on April 30, 2001.

Prince George's County

- City of Bowie promoted ridesharing and transit use through a newsletter, CATV, and Quality Community Survey.

Tri-County Council for Southern Maryland

- Continued TDM promotion and marketing programs.

Metropolitan Washington Council of Governments (MWCOG)

- Conducted targeted mailing to Bowie to encourage use of transit (bus and metrorail).

MDOT, State Highway Administration

- Improved signage to park-and-ride lots at MD 197 and MD 4.
- Conducted study that identified potential park-and-ride lots along US 301 from US 50 to MD 5.
- Completed engineering for Highway Occupancy Vehicle (HOV) lanes on US 50 from US 301 to I 95/I-495, and approved funding for construction.
- Monitoring use of park-and-ride lots, as usage rate approaches 80% additional lot(s) will be identified and constructed.

MDOT, Maryland Transit Administration

- Increased commuter bus ridership by 40% in coordination with Charles County and Tri-County Council for Southern Maryland.
- Secured location for a new park-and-ride lot in La Plata in coordination with Charles County.
- Continued support of regional ridership program operated by Tri-County Council for Southern Maryland.
- Completed study identifying possible future park-and-ride lots along MD 5/MD 228/ US 301 corridors including MD 5/US 301 from Brandywine south to La Plata and along MD 228 corridor which have been added to draft scoping report currently under review.
- Leased land for additional parking adjacent to US 301 park-and-ride lot.

MDOT and Department of Budget and Management

- State legislation enacted in 1999 establishing telework program in every State agency and established a goal of having 10% of all employees participating in telework.
- State agencies implementing telework programs. State employees in the US 301 area can participate in the program.
- MDOT provided telework grants to MWCOG to assist the private sector and local governments to establish telework programs.

b.) FUTURE ACTIVITIES

Charles County

- Adopt and administer architectural design code and Waldorf Sub-Area Plan that require designs supportive of TDM in Waldorf.

Metropolitan Washington Council of Governments

- Increase emphasis on MWCOG programs within the US 301 corridor, as requested.

MDOT, State Highway Administration

- Construct HOV lanes on US 50 from US 301 to I-495.
- Conduct HOV marketing campaign.
- Monitor use of park-and-ride lots. When usage approaches 80%, identify and pursue funding to construct new lot.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Local and State governments and regional agencies are using a variety of planning, regulatory, service, facility and public relations techniques to reduce dependence on single occupant vehicles. These techniques include several of the TDM measures listed in the Task Force Recommendations. However, it is not clear that the measures are being pursued with equal vigor throughout all segments of the corridor.

It is too early to measure the affect of these endeavors. Achievement of the transportation demand management measures as envisioned by the Task Force will require the sustained commitment of additional resources over an extended period.

2. STATUS OF US 301 FROM US 301/MD 5 SPLIT AT BRANDYWINE TO US 50 RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

Future traffic growth in this segment will require that US 301 be upgraded to a six-lane freeway (three lanes in each direction) with service roads before 2020, with improvements phased-in as travel demands increase. Park-and-ride facilities and local bus service would be provided as needed. In the short term, funding should be provided to purchase controls of access and to initiate safety and low-cost roadway/intersection improvements. New development should be focused in planned communities and regional centers around interchanges.

B Summary Categories for the seven US 301 from the US 301/MD 5 Split at Brandywine to US 50 Recommendations.

- 1.) Upgrade US 301 to a six-lane freeway with service roads.
- 2.) Provide park-and-ride facilities with express bus service to Metrorail stations.
- 3.) Provide funds to purchase controls of access, initiate safety and low cost roadway/intersection improvements.
- 4.) Focus new development in planned communities and regional centers around interchanges.

1.) UPGRADE US 301 TO A SIX-LANE FREEWAY WITH SERVICE ROADS

a) PROGRESS AS OF MAY 2001

MDOT, State Highway Administration

- Completed Federal Environmental Impact Statement for approval of a corridor for a six-lane fully-controlled access freeway with service roads.
- Held a public Workshop in November 2000 to receive feedback from the community.
- Initiated project planning for the US 301/MD 197 Interchange.
- Created US 301/MD 197 Focus Group to advise SHA.
- Prepared land use/transportation concepts for the US 301/ MD 4/ MD 202 Interchange and surrounding area with Maryland-National Capital Park and Planning Commission (M-NCPPC).
- In partnership with M-NCPPC, selected two land use/transportation concepts for a US 301/ MD 4/ MD 202 interchange as input to the project planning process.

b.) FUTURE ACTIVITIES

Prince George's County

- Take steps to incorporate US 301/ MD 4/ MD 202 land use/transportation concepts into Master Plan.
- Protect future transportation corridors by putting areas threatened by development in reservation .
- Prepare recommended land use and transportation amendments to the US 301 area Master Plans.
- Administer development regulations and consider amending development regulations and maps to improve the relationship between land use and transportation.

MDOT, State Highway Administration

- Continue meetings with Focus Group.
- Hold public hearing in the Winter of 2001.
- Complete MD 197 Project Planning Study.
- Evaluate need for detailed studies along US 301 south of MD 197 Interchange.
- Protect future rights-of-way threatened by development .

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Planning and decision making for the six-lane controlled access freeway is well underway. This is particularly the case in the northern and US 301/MD 4 parts of the corridor. State and local transportation and land use agencies are working much more closely together on a continuing basis. For example, joint rather than separate transportation/land use plans are being prepared. It is expected that all relevant parties will continue working together and remain involved over a multi-year period to complete achievement of the recommendations for this part of the corridor.

2.) PROVIDE PARK-AND-RIDE FACILITIES WITH EXPRESS BUS SERVICE TO METRORAIL STATIONS

a.) PROGRESS AS OF MAY 2001

Prince George's County

- Intersection capacity improvements (right lane) have been constructed at US 301/Mitchellville Road.
- Landscaping enhancements planned at several intersections along US 301.

MDOT, State Highway Administration

- Completed a park-and-ride lot feasibility study for US 301 from US 50 to MD 5. Study coordinated with MTA and Washington Metropolitan Area Transit Authority (WMATA) to ensure the possibility of providing transit service to future lots.
- Opened new park-and-ride lot on MD 205 near Waldorf in conjunction with the new commuter bus service to Washington DC.
- Completed MD 4 park-and-ride lot signage.
- Provided additional signs for Northview Park-and-Ride lot in Bowie.

MDOT, Maryland Transit Administration

- Completed park-and-ride feasibility study along MD 5 from I-495 to Brandywine including MD 5/US 301 from Brandywine south to La Plata and along MD 228 corridor which have been added to the draft scoping report currently under review.

b.) FUTURE ACTIVITIES

Prince George's County

- Review results of SHA, MTA park-and-ride studies and determine if master plans require amendment.
- Take appropriate action to amend master plans to implement SHA/MTA park-and-ride studies.
- Consider revision of Transit Development Master Plan regarding providing express bus service from park-and-ride facilities to Metrorail Stations.
- Department of Public Works and Transportation is currently working with a consultant to update the Transit Development Master Plan.
- Landscaping to be installed at several US 301 intersections.

MDOT, State Highway Administration

- Implement park-and-ride studies as usage of current lots and need dictate.

MDOT, Maryland Transit Administration

- Monitor usage of lots.
- Pursue funding for construction of new facilities as needed, particularly in the Waldorf area.
- Increase bus service to park-and-ride facilities where feasible.

c.) **STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS**

A new park-and-ride lot with significant bus service was opened. Likewise, preparations have been made and more are underway to further identify and pursue implementation of new park-and-ride facilities at strategic locations. New commuter bus service has been provided to the MD 5 park-and-ride lot. The studies that are undertaken may facilitate making additional express bus service available in the future.

3.) **PROVIDE FUNDS TO PURCHASE CONTROLS OF ACCESS, INITIATE SAFETY AND LOW COST ROADWAY/INTERSECTION IMPROVEMENTS**

a.) **PROGRESS AS OF MAY 2001**

Prince George's County

- Eight red light cameras were installed along the US 301 corridor.

MDOT, State Highway Administration

- Resurfaced US 301 from north of weigh station to MD 214.
- Provided \$2.3 million for rights-of-way preservation for FY 2000.
- Completed a series of safety improvements including: improved traffic signals, completed first and second phases of "Wal-Mart Weave" correction, retimed traffic signals at US 301 and Osborne and Croom Roads.
- Established Access Management/Corridor Preservation Team to address access issues and protect rights-of-way for future transportation corridors. US 301 from US 50 to Governor Nice Bridge is one of these corridors.
- Pursued access control and setbacks through Prince George's County development review process.

b.) **FUTURE ACTIVITIES**

Prince George's County

- Install additional red-light-running cameras.

MDOT, State Highway Administration

- Monitor growth and development and preserve rights-of-way for planned improvements along US 301/MD 5 corridor .
- Seek sufficient funding levels to sustain corridor preservation activities.
- Continue project and coordination processes that have been institutionalized to achieve these recommendations.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Access control is recognized as a State and local priority. Local and State planning and transportation staff members have developed and institutionalized procedures that enhance cooperation and coordination. Funds have been provided and are being expended to purchase access controls and preserve needed rights-of-way.

Safety improvements have been made and procedures established to identify and solve problems as they arise in the future. Cooperation and coordination among State and local transportation, police and other emergency response agencies have been strengthened to improve response to accidents.

No action has been taken regarding the recommendation to preserve the Pope's Creek freight rail line, since the line remains in active service.

4.) FOCUS NEW DEVELOPMENT IN PLANNED COMMUNITIES AND REGIONAL CENTERS AROUND INTERCHANGES

a.) PROGRESS AS OF MAY 2001

Prince George's County

- Completed a land use analysis report entitled Corridor-Wide Land Use Comparison Study.
- County-wide growth management recommendations made by Commission 2000.
- Addressed land use and transportation linkages as part of MD 4 Demonstration Project.

b.) FUTURE ACTIVITIES

Prince George's County

- Prepare staff recommendations for land use in US 301 and MD 5 corridors.
- Prepare Biennial Growth Policy.
- Revise County General Plan.
- Amend US 301 area master plans and development regulations.

MDOT, State Highway Administration

- Corridor and Project Planning studies will address land use recommendations.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Land use and transportation relationships have been identified and are receiving heightened attention. As an example, an analysis has been completed for a part of the area to identify similarities and differences among Task Force Recommendations, and local plans and development trends. This work will be extended to cover the remainder of the area.

Land use plan and policy changes will be achieved within the framework of the county's overall growth management, planning and regulatory processes. State and county transportation and planning officials are working together to accomplish the recommendations.

Achieving the land use and development patterns recommended by the Task Force will require continuing innovation and commitment by both the public and private sectors to design, gain community acceptance, approve and construct the type of development needed to support the proposed transportation improvements.

3. STATUS OF MD 5 FROM I-495 TO US 301; AND US 301 IN WALDORF AREA RECOMMENDATIONS

A) "Summary of Task Force Recommendations" (from 1996 report)

In this, the most congested part of the corridor, a western Waldorf bypass should be constructed to better serve traffic, with improvements made to US 301 through Waldorf to create a more pedestrian-friendly roadway serving local businesses. High Occupancy Vehicle (HOV) lanes should be constructed on the Waldorf bypass and on MD 5. Steps should be taken to create conditions suitable for light rail, including preservation of rights-of-way through Waldorf and on MD 5. Future development should take place in designated growth areas concentrated near major transportation investments.

B) Summary Categories for the ten MD 5 from I-495 to US 301; and US 301 in Waldorf area recommendations:

- 1.) Transit and high occupancy vehicle lanes.
- 2.) Land use and development.
- 3.) Highway improvements.

1.) TRANSIT AND HIGH OCCUPANCY VEHICLE LANES

a.) PROGRESS AS OF MAY 2001

Charles County, MDOT, Maryland Transit Administration, State Highway Administration

- Prepared Waldorf Area Short Range Transit Plan.
- Increased VanGO service by reducing waiting times and extending hours.
- MTA provided \$956,000 in capital and operating funds beginning in FY 2001 for VanGO. Charles County provided \$339,000 for VanGO.
- MTA completed a major extension of commuter bus service to MD 5 park-and-ride lot, La Plata, and Hollywood in St. Mary's County, increasing ridership by 40%.
- Commenced preparation of the US 301/MD 5 Transit Services Staging Plan to identify and preserve future light rail/express bus alignments.
- SHA's Southern Corridor NEPA study included evaluation of the MD 5 corridor for HOV lanes.

b.) FUTURE ACTIVITIES

Charles County

- Expand VanGO service and provide ADA paratransit service, if funds can be obtained.

Prince George's County

- Land use and growth management issues related to HOV and potential transit services will be addressed through the Biennial Growth Policy, an updated General Plan and Sub-Area Master Plans.

MDOT, Maryland Transit Administration

- Fund additional capital and operating needs for VanGo service expansion from Governor's Transit Initiative.
- Complete Transit Service Staging Plan and determine need for preservation of light rail right-of-way.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Significant commuter and local bus service improvements were made in Charles and Prince George's counties. The success of these improvements is evident in the fact that the ridership for these commuter bus services has increased substantially. A first level environmental evaluation of HOV lanes on MD 5 has been initiated. Steps have been taken to identify and preserve a potential Light Rail alignment right-of-way. Substantial progress has been made regarding bus service, park-and-ride lots and HOV lanes. Work has begun focusing on Light Rail. These efforts will be expanded in the future to meet transit needs of the area.

2.) LAND USE AND DEVELOPMENT

a.) PROGRESS AS OF MAY 2001

Charles County

- US 301 Upgrade/Bypass Study and Waldorf Sub-Area Plan were initiated. Both transportation/land use connections are being examined.
- Adopted Transit-Oriented Development provisions in zoning ordinance.
- Established architectural design guidelines and review board.

Prince George's County

- All four interchanges along MD 5 are in the current master plan for the area (two are open to service, two are in design).
- Countywide growth management recommendations made by Commission 2000.
- Working with WMATA rerouting Metrobus and The BUS routes to serve F Route (Lower Green Line) stations.
- New and revised bus routes for Metrobus and The Bus have been put in place.

MDOT, State Highway Administration

- US 301 Waldorf upgrade alternatives are addressing landscaping, design and pedestrian friendly areas in the US 301 Upgrade/Bypass NEPA Study.

b.) FUTURE ACTIVITIES

Charles County

- Make decision regarding whether US 301 will be upgraded through or bypass Waldorf.
- Complete and adopt Waldorf Sub-Area Plan.
- Refine comprehensive plan and amend land development regulations.

Prince George's County

- Prince George's County will update area and subregional plans, amend land use regulations and related ordinances, as necessary based on the recommendations of Commission 2000 as those recommendations are adopted by the County Council.

MDOT, State Highway Administration

- Design a more pedestrian-friendly business center along US 301 south of MD 5 in Waldorf.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Some of the land use recommendations are incorporated in existing Comprehensive and Master Plans and implementing regulations. Guidelines to achieve many of the land use recommendations made by the Task Force are included in the *Corridor Theme Final Report* which will be pursued by local and State agencies.

Preliminary study and planning activities such as the Waldorf Sub-Area Plan and the US 301 Upgrade/Bypass Study are underway. These will have a determining influence on the implementation of the recommendations that address land use and development. This work has been delayed as a result of federal agencies analysis of the bypass options and their involvement in bypass decision-making.

Achievement of these recommendations will require overcoming impediments, including population and employment densities, other priorities, funding and fragmented intergovernmental decision-making.

3.) HIGHWAY IMPROVEMENTS

a.) PROGRESS AS OF MAY 2001

Charles County

- Created Citizens' Advisory Group which is examining US 301 Upgrade/Bypass Study alternatives.
- Began preparation of Waldorf Sub-Area Plan to examine transportation and land use scenarios consistent with SHA's NEPA study.
- Conducted, in cooperation with MDOT/SHA, an extensive public outreach process concerning the Task Force's western Waldorf bypass recommendation.
- Sheriff's office received approval for installation of red light cameras in the corridor.

Prince George's County

- Created Citizens' Advisory Group which is examining US 301 Upgrade/Bypass Study alternatives.

MDOT, State Highway Administration

- Began NEPA Studies.
- Held public workshops in September 1999 for public comment on alternatives.
- Determined potential environmental impacts and obtained concurrence from Federal agencies on alternatives that have been retained for detailed study.

b.) FUTURE ACTIVITIES

Charles County

- Decide on US 301 upgrade/bypass recommendations, incorporate them into the Waldorf Sub-Area Plan and adopt Sub-Area Plan.

MDOT, State Highway Administration

- Complete draft Environmental Impact Statement for US 301 Southern Corridor Study.
- Continue coordination with both Focus Groups.
- Continue coordination with County planning staff and local elected officials.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Extensive State and local environmental impact and planning work has been accomplished and more is being undertaken that will lead to making US 301 Waldorf Upgrade/Bypass NEPA and Charles and Prince George's counties Comprehensive and General Plan decisions. This work is being accomplished through extensive cooperation and coordination of SHA and Charles and Prince George's counties' officials and citizens. Progress toward making these decisions has been slowed by the federal regulatory decision-making process.

4. STATUS OF LA PLATA AREA RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

Measures should be taken to improve safety and traffic flow through La Plata as travel demands increase, including the addition of another lane in each direction on US 301 and a connecting road from MD 6 to the southern end of the Waldorf bypass. Beyond 2020, a limited access highway will likely be needed; further study should be undertaken to identify the most effective right-of-way, and then steps should be taken to preserve it.

B Summary Categories for the five La Plata Area recommendations:

- 1.) Highway improvements in La Plata and long-range highway planning for the La Plata area.
- 2.) Development in and near La Plata.

1.) HIGHWAY IMPROVEMENTS IN LA PLATA AND LONG-RANGE HIGHWAY PLANNING FOR THE LA PLATA AREA

a.) PROGRESS AS OF MAY 2001

Town of La Plata

- Prepared and adopted a Vision Plan for the Town and surrounding areas.

MDOT, State Highway Administration

- Reached agreement on an access management plan approach with the Town of La Plata.
- Developed concepts with the Town of La Plata for a MD 6 connector to US 301.

b.) FUTURE ACTIVITIES

Town of La Plata

- Update and implement Comprehensive Plan and development regulations.

Charles County

- Consider Vision Plan recommendations affecting unincorporated portions of Charles County and amend Charles County Comprehensive Plan accordingly.

MDOT, State Highway Administration

- Coordinate with the Town of La Plata to implement the access management plan for US 301 within the town limits.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

Progress has been made toward achievement of the highway-related recommendations. Completion of the access management concept will contribute to protection of needed highway rights-of-way. Implementation of the Vision Plan for Greater La Plata will achieve the recommendations within the Town. The Vision Plan established the Town's perspective for achieving the recommendations near, but outside, of the Town boundary.

2.) DEVELOPMENT IN AND NEAR LA PLATA

a.) PROGRESS AS OF MAY 2001

Town of La Plata

- Prepared and adopted a Vision Plan for the Town and surrounding area.

b.) FUTURE ACTIVITIES

Town of La Plata

- Update and implement Town's Comprehensive Plan and development regulations.

Charles County

- Consider Vision Plan recommendations and amend and implement County Comprehensive Plan and development regulations accordingly.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

The approved Vision Plan for Greater La Plata is serving as the basis for implementing the development patterns recommended by the Task Force "to strengthen the Town's compact urban character."

5. STATUS OF SOUTH OF LA PLATA RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

If partial controls of access are purchased and development is focused in currently planned activity centers, US 301 in this segment should function effectively for some time. Steps should be taken to identify and preserve rights-of-way for long-term highway improvements beyond 2020.

B Summary Categories for the three South of La Plata recommendations:

- 1.) Control/purchase access and preserve rights-of-way for future highway improvements.
- 2.) Discourage development beyond existing and planned activity centers.
- 3.) Monitor traffic volumes on Harry Nice Bridge.

1.) CONTROL/PURCHASE ACCESS AND PRESERVE RIGHTS-OF-WAY FOR FUTURE HIGHWAY IMPROVEMENTS

a.) PROGRESS AS OF MAY 2001

Charles County

- Worked with SHA in preparation of access management concept.
- Pursuing access control measures on US 301 as properties redevelop. The completed access management plan will facilitate these actions.
- Right-of-way reservation enabling authority was enacted by the General Assembly.
- Worked with SHA to prepare and distribute access management brochure.

MDOT, State Highway Administration

- Completed access management plan for US 301 in Charles County.
- Pursued access controls and set-backs through county development review process.

b.) FUTURE ACTIVITIES

Charles County

- Implement existing and new ordinances.
- Prepare and adopt county regulations as enabled by the reservation law enacted during the 2000 General Assembly session.

MDOT, State Highway Administration

- Monitor development and review proposals for development with Charles County planning staff to ensure that the access control plan is being carried out.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

The legislative, administrative and planning framework has been established and put in motion to implement the access control and rights-of-way preservation recommendations.

2.) DISCOURAGE DEVELOPMENT BEYOND EXISTING AND PLANNED ACTIVITY CENTERS

a.) PROGRESS AS OF MAY 2001

Current County Comprehensive Plan supports the recommended form of development. The County addresses consistency with the Plan through its development review process.

b.) FUTURE ACTIVITIES

Current County Comprehensive Plan supports the recommended form of development. The County addresses consistency with the Plan through its development review process.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

The recommendations pertaining to the form of development are being accomplished through the comprehensive planning process. The County gains consistency with the Plan through its development review process.

3.) MONITOR TRAFFIC VOLUMES ON HARRY NICE BRIDGE

a.) PROGRESS AS OF MAY 2001

MDOT, Maryland Transportation Authority

- Traffic volumes are monitored and have been shared with the US 301 implementation staff.

b.) FUTURE ACTIVITIES

MDOT, Maryland Transportation Authority

- Continue providing and assessing Nice Bridge traffic volume data.

c.) STATUS OF IMPLEMENTING TASK FORCE RECOMMENDATIONS

This recommendation was achieved.

6. STATUS OF LAND USE/TRANSPORTATION RELATIONSHIPS IN OTHER AREAS RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

Task Force recommended transportation improvements would benefit many travelers in Anne Arundel, Calvert and St. Mary's counties. Within these counties, the recommendations include new and expanded express bus service, new local bus service and additional park-and-ride facilities. Land use measures similar to those in the Corridor Wide Recommendations will make transportation improvements most effective.

B Summary Categories for recommendations beyond the US 301 corridor

While concentrating on the US 301 corridor and individual segments within the corridor, the Task Force also made recommendations regarding the following:

- 1.) **Five County Area** – Proposed concentrating development within designated growth areas and reducing low density scattered development in rural and environmentally sensitive areas.
- 2.) **Anne Arundel, Calvert and St Mary's counties** – Transportation supportive land use and development pattern proposals were stated for each county, since transportation improvements were recommended in this area and each county will benefit from transportation improvements made in the US 301 corridor.
- 3.) **Land Use** – Guidelines (density, design and mix of uses and jobs/housing balance) were offered spelling out land use characteristics most supportive of the Task Force's Transportation recommendations.

C Status of Implementing Task Force Recommendations

As stated earlier in this report, the implementation emphasis has been on the US 301 Corridor in Prince George's and Charles counties and on the Demonstration Projects within the corridor. Implementation activities beyond the immediate US 301 Corridor have included distribution of the recommendations including the Land Use Guidelines. The June 29, 2000 *Policy Oversight Committee Progress Report* and its *Report to the Citizens of Maryland* were widely distributed throughout the five county area. Likewise, information regarding the land use recommendations, their implementation and lessons learned has been shared with organizations and agencies outside of the US 301 area.

Proposals and innovations; for example, those presented in the Corridor Theme and Corridor Preservation reports, are sometimes applied by Charles and Prince George's counties throughout the entire county. Additionally, MDOT/SHA/MTA apply techniques, procedures, and design suggestions to projects and areas beyond the US 301 Corridor. As more progress is made along the corridor, areas outside of the immediate corridor will benefit further.

7. STATUS OF IMPLEMENTATION ACTIONS RECOMMENDATIONS

A "Summary of Task Force Recommendations" (from 1996 report)

Local governments and appropriate State and regional agencies should execute an agreement setting up a workgroup to oversee implementation of the recommendations. A monitoring mechanism should be established to assist in achieving implementation of the approved recommendations. Task Force recommendations should take place over time through logical phasing of short-and long-term improvements. Implementation should comply with State and Federal environmental regulations that ensure all possible consideration is given to minimize or avoid impacts to environmental resources. In addition, best management practices should be employed that protect air and water quality. Property owners should be provided with information regarding future improvements and their rights.

B Summary Categories for the Implementation Actions Recommendations

The Task Force was aware that implementation of its recommendations would need to be accomplished through the support and concerted efforts of many parties. The Task Force decided that an implementation strategy was necessary including steps for how the recommendations should be achieved. The Task Force, therefore, adopted a series of Implementation Actions designed to accomplish the following:

- 1) Distribute the Task Force report.
- 2) Create an intergovernmental working group.
- 3) Monitor implementation progress.
- 4) Provide information to property owners.
- 5) Address public hearing issues.
- 6) Phase implementation of recommendations.
- 7) Protect the environment.
- 8) Coordinate US 301 and MD 3 activities.

The proposed Implementation Actions have served, and continue to serve, as the framework and series of principles instrumental in guiding and stimulating the involvement of many municipal, county, regional and State officials in achievement of the recommendations. Following is a summary of the status of the Implementation Actions recommended by the Task Force:

1.) Distribution of the Task Force Report – Status

The final report of the Task Force and the POC Progress and Citizen reports were distributed widely within the US 301 Corridor and throughout the State. Copies were sent to members of the General Assembly and were made available at libraries throughout the corridor. The effort was recognized as innovative, which resulted in copies being sent in response to requests throughout the United States. Additionally, many local, State and National presentations have been made to agencies and organizations. The intent of this implementation action has been fully realized.

2.) Create an Intergovernmental Working Group – Status

The Task Force proposed that an Intergovernmental Working Group be established to ensure the recommendations were carried out effectively, efficiently and on a timely basis. The proposal outlined the purpose, membership and functions of the group. Governor

Glendening created the US 301 Policy Oversight Committee and designated the Maryland Department of Transportation to provide staff and management support. The policy committee created the Technical Workgroup to manage the ongoing details of the implementation process. Operations began in September 1997 and both groups have been very active since their creation. After almost four years of operation, the Policy Oversight Committee decided that a less formal structure could oversee continued progress to achieve the Task Force Recommendations. The POC determined that the results of the demonstration projects and other innovative improvements have become accepted routine ways of doing business. The POC recommendations presented in this report are designed to assure that implementation progress is sustained without continuation of the intensive and resource consuming participatory implementation process. This proposed implementation action has been carried out with great dedication and thoroughness.

3.) Monitoring – Status

Progress is constantly monitored and reported by the Policy Oversight Committee, Technical Workgroup and related local and State officials. Furthermore, with input from members of the Task Force, the POC prepared the *1999-2000 Progress Report*, which examined the achievements and status of implementing the recommendations. Involving Task Force members in this evaluation achieved the outside, objective ingredient in monitoring progress as proposed by the Task Force. Progress will continue to be monitored by State, regional and local agencies, though in a less formal manner.

4.) Information to Property Owners – Status

Public outreach activities have been an integral part of the implementation process since its inception. Several outreach devices are employed including newsletters, presentations, brochures, briefings, radio and TV appearances. Materials have been distributed throughout the corridor and several public meetings have been held in different locations pertaining to the NEPA studies that are being conducted to implement the major transportation recommendations. Citizen advisory and focus groups are used to review and gain input on options as they are being prepared and evaluated.

5.) Public Hearing Issues – Status

Serious attention and significant resources have been devoted to address issues raised at the public meetings held by the Task Force before it adopted the recommendations. Special public meetings were held to obtain citizen input regarding the Waldorf bypass issues. In addition to addressing issues raised at the Task Force's public meetings, public input is solicited as the implementation activities are undertaken. For example, SHA recently established a Focus Group to provide input regarding future improvements in the US 301/MD 197 area. The NEPA studies being conducted throughout the corridor address environmental issues raised during the Task Force meetings.

6.) Phasing – Status

Recognizing that implementation of its recommendations "should take place over time" and be built on existing policies and programs, the Task Force provided a series of implementation phasing steps. They recommended four Land Use, nine Transit and six Highway "possible implementation steps towards the phasing of the Task Force recommended transit system, full freeway upgrade (US 301, TB to US 50) and land use recommendations." This guidance has proven valuable and has influenced the direction and order the

Policy Oversight Committee and Technical Workgroup's implement actions have taken. There is considerable congruence when the achievements and other information reported earlier in this report are compared with the phasing proposals presented by the Task Force nearly four years ago. Illustrations of these phasing activities follow:

- MTA has increased bus service and MTA and SHA have increased park-and-ride facilities to build transit ridership.
- Transportation/land use concepts are being prepared as a basis for preparing or amending comprehensive and master plans and development regulations.
- Northern Corridor and Waldorf Upgrade/Bypass studies will establish the foundation for preparation of more detailed highway designs.
- The US 301 Transit Staging Services Plan will identify potential light rail/express bus alignments for protection.

7.) Environmental Protection – Status

Protection of the US 301 Corridor's environmental resources was a theme throughout the work of the Task Force and so it:

- Enunciated a set of water resources objectives that local jurisdictions and MDOT should attempt to satisfy in the development and implementation of their local land use and transportation plans.
- Encouraged the further strengthening of regional measures to manage growth and coordination with air quality planning agencies to achieve a "conforming" Transportation Improvement Program.
- Urged that the Task Force transportation recommendations undergo the appropriate NEPA documentation process.

The State and local participants in the implementation process strive to achieve these objectives and purposes as individual projects are advanced. For example, the Northern and Southern Corridors studies are adhering to all Federal Environmental Impact Statement requirements. State and local agencies are participating in the Chesapeake Bay Program to identify additional actions that can be taken to improve water quality in the US 301 corridor. These proposals of the Task Force will be accomplished over time.

8.) US 301 – MD 3 Coordination – Status

As the US 301 study was being conducted, a similar study was underway for MD 3 in the Bowie/Crofton area. At that time, care was taken to make sure these planning efforts "for the same highway" in adjoining areas were carried out in a coordinated manner. MDOT/SHA and local government officials continue to work together to coordinate planning for and making improvements to US 301 and MD 3 in the Bowie/Crofton area as proposed by the Task Force. Efforts to generate solutions for the transportation problems in the MD 3 corridor have been restarted and are being coordinated with the US 301 recommendations and plans.

IV. NEXT STEPS

The Task Force recommendations were released nearly five years ago and the Implementation Process, including the Policy Oversight Committee and Technical Workgroup, was set in motion by Governor Glendening in 1997. Established to "jump-start," give focus, create and sustain progress to achieve the recommendations, this formal structured process was not created to go on ad infinitum. Based on its assessment of progress made-to-date, its determination that innovations have been "normalized" and its conclusion that progress will continue in its absence, the POC decided in June 2001 to cease operating. Likewise, it decided that the Technical Workgroup should no longer meet. While the Committee and Workgroup will no longer exist, many of the members will continue to press forward to implement the US 301 recommendations in their individual capacities. Necessary coordination and cooperation on the implementation projects will continue to take place as a result of the relationships and procedures that have been established over the past several years.

At its last meeting held on June 12, 2001, the POC adopted an implementation focus, coordination and cooperation techniques, achievement measures and reporting devices to guide activities after the POC stops functioning.

A description of this on-going implementation framework follows:

1. IMPLEMENTATION FOCUS

The US 301 Implementation efforts after June 2001 should focus on those activities that will lead to highway and transit improvements that support and are supported by existing and future land use policies and patterns.

2. IMPLEMENTATION COORDINATION/COOPERATION

Several US 301 Implementation coordination techniques and procedures that were put in place over the recent few years should be continued. They are described below:

- A. Development Coordination Committees:** Continue the State Highway Administration/local government access management coordination committees in Charles and Prince George's counties. These committees composed of State and local transportation and planning officials should continue to review development plans, zoning requests, access permit applications, etc., to achieve cohesive State and local decisions and actions.
- B. State Project Planning and Environmental Studies:** Continue the practice whereby State, regional, county and municipal agencies participate in SHA/MTA project planning, environmental and other studies in the US 301 corridor. The MDOT/SHA Watershed Restoration financial assistance program is an example of a program whereby local governments are aided by SHA. Participation in these activities should begin early and include in-depth work sessions when appropriate and timely.

C. County and Municipal Planning/Implementation Projects: Counties and municipalities should continue to seek the advice, input, and participation of State agencies when they prepare, revise, and update their comprehensive, sector, regional, or sub-area plans and related policies, plans, and regulations. For example, once Maryland-National Capital Parks & Planning Commission releases a preliminary sector plan, early input will be requested from State transportation and planning agencies.

D. Land Use/Transportation Integration: State and local agencies should continue to integrate land use and transportation projects, policies, and plans; for example, as was done in the US 301/MD 4/MD 202 interchange and the La Plata vision projects, and is being accomplished in the Waldorf bypass/upgrade study and in preparation of the Waldorf sub-area plan.

E. Coordination: Key members from the Technical Workgroup, after it ceases to exist, should meet as needed, to monitor implementation status, sustain progress, and assure continuing involvement and participation by all relevant parties in corridor projects. These meetings should be convened by MDOT staff. After two years, a decision should be made by this group regarding whether these coordination meetings should continue.

3. ACHIEVEMENT MEASURES

The Task Force made many recommendations applicable to a large area to be achieved over a long period of time. As progress is made, projects are evaluated and conditions change, it may not be appropriate to devote time, energy or money to continue pursuing all of the recommendations. However, there needs to be a method to ascertain when it is no longer desirable to retain interest in a recommendation. Application of the following achievement measures will determine the legitimacy of attempting to carry out "aging" recommendations:

- A. Are projects included in State and/or local plans?
- B. Are projects included in State and/or local budgets and/or funding programs?
- C. Has State and/or local legislation been enacted or is it under consideration to help achieve the recommendations/priorities?
- D. Are studies or permit actions being pursued prerequisite to carrying out recommendations/priorities?
- E. Are other formal recognition or action steps being taken to accomplish the recommendations/priorities?

If the above actions have not been taken or are not underway, then it may no longer be relevant to pursue a recommendation/priority.

4. POC FINAL REPORTS

Two reports as indicated below should be issued signaling conclusion of the work of the POC and Workgroup and stressing the US 301 Corridor work will continue:

- A. The *POC Final Report* (June 2001) should be distributed.
- B. The *November 2000 Report to the Citizens of Maryland* should be revised and updated (in a brief form) soon after June 30, 2001 and distributed to the US 301 mailing list.

5. PROGRESS REPORTING AFTER JUNE 2001

In order to report progress made to implement the US 301 recommendations beyond June 30, 2001, MDOT should prepare and send brief annual implementation updates to the Governor and persons who served on the US 301 Task Force, Policy Oversight Committee, Technical Workgroup, and other appropriate parties. After 2002 MDOT, in consultation with former POC and Workgroup leaders, should decide if it is desirable to continue with these reporting efforts.



Maryland Department of Transportation

The Maryland Department of Transportation

Office of Planning and Capital Programming

PO Box 8755

BWI Airport, MD 21240-0755